

3-13-1980

Meeting Notes 1980-03-13

Joint Policy Advisory Committee on Transportation

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Agenda

Date: March 13, 1980

Day: Thursday

Time: 7:30 a.m.

Place: Metro Offices - Conference Rooms A1/A2

AGENDA: Action Requested

- * 1. FUNDING AUTHORIZATION FOR NEW PROJECT - St. Helens Rd.
WCL to N.W. Kittridge
- * 2. TRANSFER OF FUNDS BETWEEN JURISDICTIONS - From 185th & TV
Highway (Washington County) to S.W. Nyberg Rd. (Tualatin)
- # 3. WESTSIDE CORRIDOR WORK PROGRAM SUMMARY
- # 4. FUNDING AUTHORIZATION FOR I-5 NORTH RIDESHARE PROPOSAL
- # 5. PROJECT AUTHORIZATION FOR SAFER-OFF-SYSTEM FUNDS

STATUS REPORTS:

- 6. REGIONAL TRANSPORTATION PLAN - Work Program
- 7. UNIFIED WORK PROGRAM

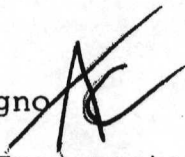
* Material enclosed
Special mailing

KT:pj

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: February 25, 1980
To: JPACT
From: Andy Cotugno 
Subject: Regional Transportation Plan (RTP) Development Schedule

The attached flow chart proposes a process for finalizing the RTP by November of this year. A major objective of this process is to determine the "energy future" that the plan should be geared to, thereby developing an energy policy.

A second outstanding objective is to seek methods of managing the projected increases in travel prior to consideration of more costly capital improvements. The resultant process produces a "bottom line" of problems which remain after a series of demand management and energy conservation targets have been established. These remaining problems will then go through the project identification and evaluation process.

Refinement of Travel Forecasts

Much of the planning work relating to the May RTP draft will involve further sensitizing Metro's travel simulations and forecasts to energy constraints; and in developing corridor and regional energy conservation strategies to reduce demand to a point compatible with projected fuel availability. Energy forecasts in terms of gas price and supply developed by other agencies will be analyzed and applied to Metro's travel forecasts. The "most reasonable" forecast will be applied to Metro's travel simulations and will result in a constrained travel demand.

Based upon the constrained travel demand and energy forecast, a regional energy conservation target will be established to further reduce the demand for gasoline.

In order to reach the energy conservation target, a series of non-corridor regional demand management targets and corridor demand management targets will be developed. The corridor strategies will be formulated through workshops which will apply various demand management techniques to simulated corridor travel demands. The outcome of this work will be a regional travel assignment that incorporates the revised energy

forecasts and corridor and non-corridor programs.

The Policy Framework

Continuing development of the Policy Framework consists of the following major tasks:

1. Reach consensus on goals and objectives;
2. Define the principal areas of interplay between the various goals and objectives and develop a general prioritization;
3. Develop evaluation criteria for determining plan attainment of goals and objectives.

As the plan development process continues, additional objectives will be identified and included in the policy framework. In addition, policies will be developed for fulfillment of objectives not attainable through the application of programs or improvement projects.

Functional Classification

The functional classification of regional highways will proceed according to the schedule set out in the first draft using a two-tiered system of "primary" and "secondary" facilities. The plan will designate the primary and secondary highway and transit systems; and

1. Identify existing and anticipated problems (following attainment of demand management targets);
2. Offer improvement alternatives to the primary system;
3. Evaluate the alternatives;
4. Recommend alternatives in those corridors where the planning process has progressed to the point where consensus is possible.

Unmet Travel Needs

The identification and evaluation of improvements to the secondary system will be considered as a separate work task after November. This schedule is compatible with arterial streets planning to take place in Washington and Clackamas Counties.

The separate work tasks leading from the first draft converge at the box titled "identify unmet travel needs." At this point, the year 2000 constrained travel demand is simulated on the existing and committed highway/transit system. The constrained demand consists of the demand picture resulting from achievement of previously determined energy conservation targets and corridor/non-corridor demand management strategies. Capacity problems which still occur following achievement of the demand management targets will then be identified for possible project solutions.

Having identified unmet travel needs, demand management and energy conservation targets, the next step is to identify the methods for attainment. These methods fall into three groups:

1. Programs -- e.g., ride share;
2. Policies -- e.g., to foster land use compatibility;
3. Projects -- e.g., highway improvements.

The May draft will recommend the methods to be used for fulfilling the unmet needs and objectives. The final plan draft, in November, will use these methods as the basis for proposing, in detail, the requisite programs, policies, and where possible, projects. Problems which are not resolved by November will be prioritized and scheduled for final resolution at a future date.

Citizen and Agency Involvement

Involvement in the process will occur at three major points:

1. During development of the conservation and demand management targets;
2. Review of the May draft;
3. Review of the November draft.

The first step will be primarily a technically oriented process relying principally on agency staff people and special interest groups. Heavy citizen involvement will occur in association with the May draft and the plan presented for adoption in November.

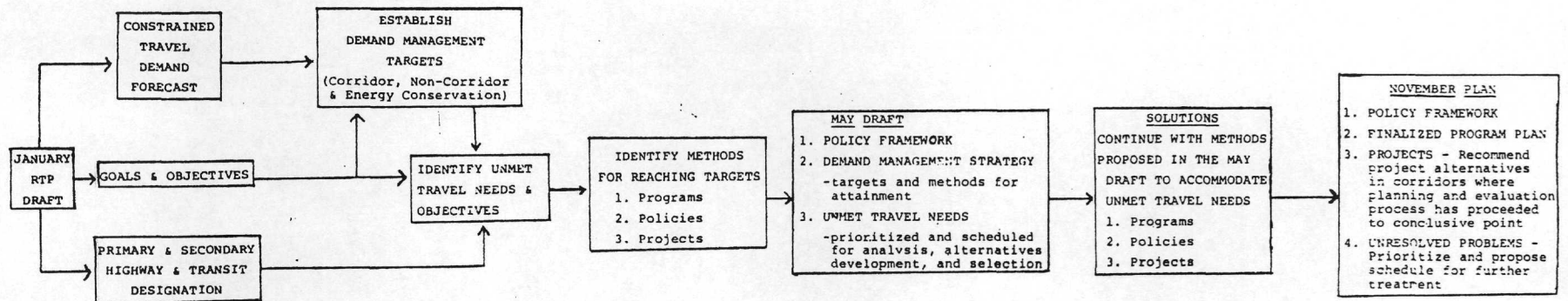
Upcoming Meeting Schedule

On March 28 the Interagency Coordinating Committee (ICC) met to review this proposed process. In response, a series of ICC meetings have been scheduled in March, concentrating on components of the Plan that require coordinated input at this point in the RTP development process. These meetings are scheduled for the following dates to discuss the plan components listed. Prior to these meetings informative material will be available from Metro staff upon request.

March 6	1:30 p.m.	Draft Interim Population & Employment Forecasts.
March 11	9:00 a.m.	Review of first draft of the RTP and consideration of alternative goals and objectives.
March 14	10:00 a.m.	Highway and transit functional classification and conflicting traffic count data.
March 17	10:00 a.m.	Regional energy scenarios and conservation targets.

DB:pj

RTP DEVELOPMENT PROCESS



COMMITTEE MEETING TITLE JPACTDATE 3-13-80

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